

# BookletChart<sup>TM</sup>

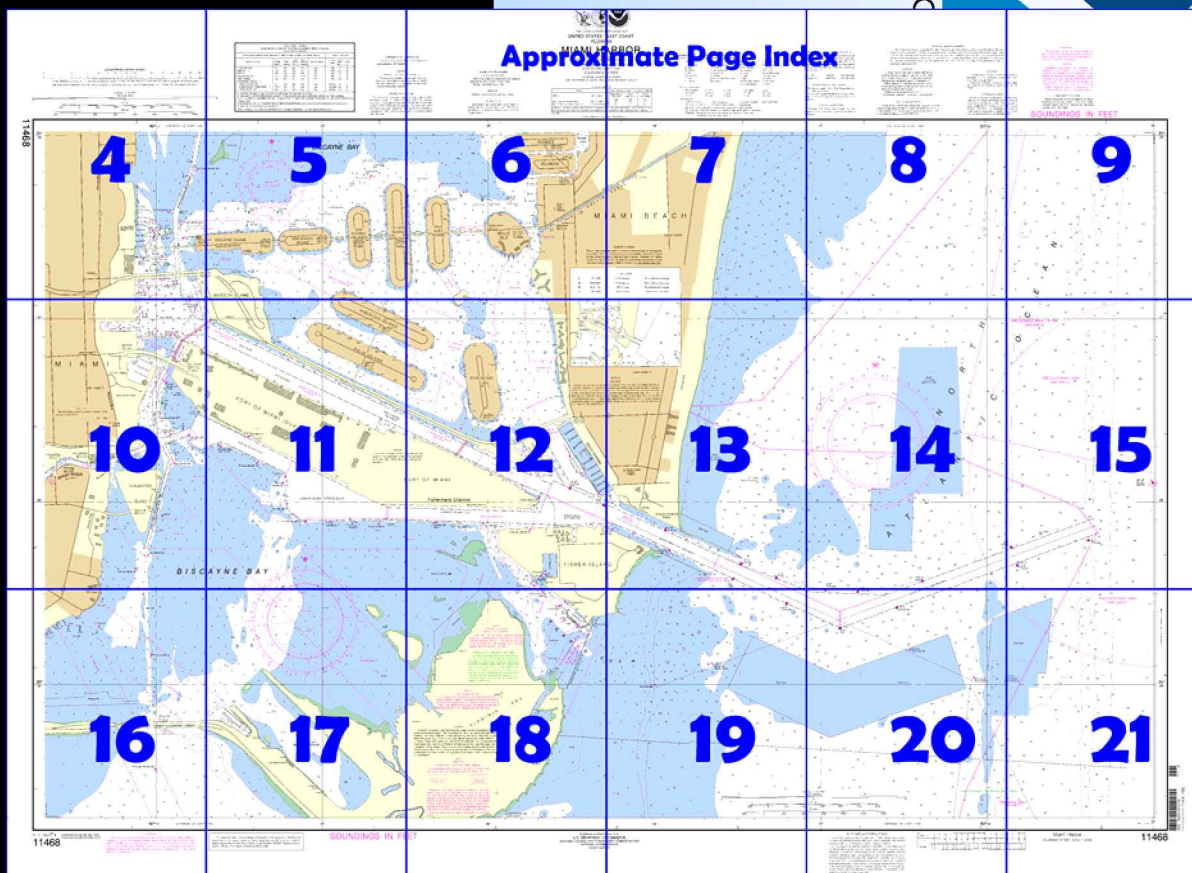
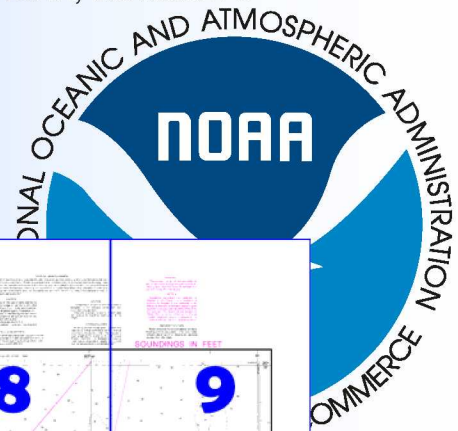
## Miami Harbor

(NOAA Chart 11468)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



*Home Edition (not for sale)*



### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

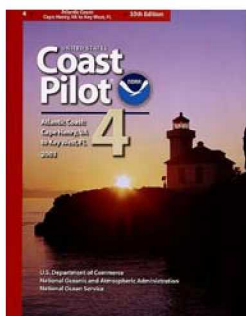
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



### [Coast Pilot 4, Chapter 10]

(324) **Miami Harbor** is a deepwater port on the east coast of Florida under the jurisdiction of the Metropolitan Dade County Seaport Department. It is principally a consumer port, but considerable foreign commerce passes through, and it is of great importance as a cruise port. Two unmarked jetties protect the harbor entrance, known as **Government Cut**. (325) **Miami** covers most of the west shore of Biscayne Bay north of Key Biscayne. A large number of small boats that fish and cruise

along the Florida Keys operate out of the port.

(326) **Miami Beach** occupies the barrier beach that separates the ocean from the Biscayne Bay and is also an important yachting center. Marinas, yacht basins, and numerous small private landings are on the west side of the city along the canals and other waterways off Biscayne Bay. A fishing pier extends out into the sea about 0.3 mile north of the jetties.

**Miami Beach Coast Guard Base** is north of the main ship channel near the east end of the MacArthur Causeway. Miami Beach City Yacht Harbor is on Meloy Channel at the southwestern end of Miami Beach. (328) Radar targets in the approaches to Miami Harbor are poor, except for the land and jetty. Heavy small-craft traffic in the vicinity of the sea and entrance buoys may make visual or radar identification of these buoys difficult. In making a night approach, the many lights on Miami Beach may make identification of navigational aids difficult.

(330) A Federal project provides a 44-foot channel from the sea buoy to inside Government Cut, then 42 feet to the Fisher Island Turning Basin and to the end of container berth in Fishermans Channel. Miami Main Channel on the north side of the Port of Miami has a depth of 36 feet to Main Turning basin with the same depth which is off the northwest corner of Dodge Island. The Lummus Island Turning Basin off Lummus Island as of 1997 had a depth of about 25 feet. The Federal project extends 1,200 feet to the west of the Lummus Island Basin and as of 1997 had a depth of 25 feet. The channels and turning basins are maintained at or near project depths. Mariners are advised that abrupt shoaling may be encountered along the northerly and southerly edges of the dredged channel.

(331) A fishing pier, marked by a light at each end, is on the south side of the inshore end of the north jetty.

(333) A shoal marginal area about 100 feet wide extends between the northern edge of the channel and the MacArthur Causeway along its entire length.

(334) A lighted buoy marks the entrance; the buoy is equipped with a RACON. A Precautionary Area has been established with a radius of one nautical mile around the sea buoy. All vessels are to exercise extreme caution within this area. Vessels may not anchor within those portions of the Precautionary Area that lie outside the designated anchorage.

(335) **Meloy Channel** branches from the main channel at the inner end of the land cut and extends northwest along the southwest shore of Miami Beach to MacArthur Causeway. The depth was 9 feet. A marina, protected by a breakwater marked by lights, is on the northeast side of the channel.

(336) **Fishermans Channel** is a channel maintained by the City of Miami. The channel leads westward from the turning basin at Fisher Island to a turning basin off Dodge Island; then southwestward to the junction with the Intracoastal Waterway. The channel west of the extension from the Lummus Island Turning Basin had a depth of 23 feet with lesser depths along the southern edges of the channel. Natural depths to 10 feet lead from the turning basin off Dodge Island to the **Intracoastal Waterway**. The channel is well marked.

(339) Shoals extend a mile offshore north of the entrance, and vessels approaching from the north should keep at least 1.5 miles offshore until within 4 miles of the entrance and then haul out for the sea buoy. A fish haven with 17 feet over it is about 3.5 miles NE of Miami Harbor entrance in about 25°48'34"N., 80°05'26"W. The outer reefs, for 10 miles south of the entrance, are unmarked except for the northerly red sector in Fowey Rocks Light, and vessels approaching from that direction should stay outside this sector until well up before closing the sea buoy.

(341) Strong tidal currents run in the entrance between the jetties; the current being 2 to 4 knots. A northerly wind causes a considerable southerly set across the ends of the jetties. Vessels are advised to favor the southerly side of the entrance channel during southerly winds, as a pronounced northerly set may be experienced.

(342) The Biscayne Bay Pilots report variances between predicted and actual currents. Cross-channel current variations in Government Cut are particularly difficult to negotiate. Caution should be exercised when entering Government Cut from the sea during flood tide with northeasterly winds; a strong turning torque occurs when the bow is just inside the north jetty. A similar but less serious situation occurs when leaving the port during ebb tide. Horizontal current gradients which may make maneuvering difficult occur in the turning basin north of Fisher Island.

# Table of Selected Chart Notes

Corrected through NM Jan. 30/10  
Corrected through LNM Jan. 19/10

## HEIGHTS

Heights in feet above Mean High Water.

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Fla., or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Fla. Refer to charted regulation section numbers.

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

## ARTICULATED AIDS

An articulated aid to navigation consists of a pipe structure that oscillates around a universal coupling connected to a sinker. The structure is kept upright by the buoyancy of a submerged flotation chamber. It is designed primarily to mark narrow channels in depths of up to 60 feet. All articulated aids are labelled "Art".

## INTRACOASTAL WATERWAY

The project depth from Port Everglades to Miami, Fla., is 10 feet.  
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Miami, FL	KHB-34	162.550 MHz
Princeton, FL	WNG-663	162.425 MHz

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## PLANE COORDINATE GRID

(based on NAD 1927)

The Florida State Grid, east zone, is indicated by dashed ticks of 4,000 foot intervals thus: -+--  
The last three digits are omitted.

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers and U.S. Coast Guard.

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## NOTE C

The centerline controlling depth at mean lower low water was 12½ ft.

Dec 1988

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

## CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location)    ◐ (Approximate location)

## NOTE B

The area in Miami Harbor from the turning basin to the northwest corner of Dodge Island is utilized intermittently as a seaplane operating area.

## PARTICULARLY SENSITIVE SEA AREA

The Particularly Sensitive Sea Area (PSSA) is indicated by a dashed green limiting line highlighted with a green screened band or by a green screened band used in conjunction with the line symbol for other limits with which the PSSA coincides. A PSSA is an environmentally sensitive area around which mariners should exercise extreme caution. See U.S. Coast Pilot volumes for information regarding this area.

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.

## CAUTION

### BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.356" northward and 0.830" eastward to agree with this chart.

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## CAUTION

### SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging or trawling.

Covered wells may be marked by lighted or unlighted buoys.

## NOTE D

### PRECAUTIONARY AREA

A Precautionary Area exists around Miami Lighted Buoy "M". Large commercial ships inbound and outbound of the port will board and disembark pilots within this area and will be severely limited in their ability to maneuver. All vessels are advised to exercise extreme care in navigating within this area.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.  
Demarcation lines are shown thus: - - - - -

## HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved. Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

## SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

## NOTE E

### CAUTION

Cross-channel current variations in Government Cut are particularly difficult to negotiate because of variances between predicted and actual currents. Caution should be exercised when entering from sea during flood tide with northeasterly winds; a strong turning torque occurs when just inside the north jetty. A similar but less serious situation occurs when leaving the port during ebb tides. Horizontal current gradients occur in the turning basin at the northwest corner of Dodge Island which may make maneuvering difficult. Ships may encounter current anomalies at the mouth of the Miami River.

## CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

## NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

## TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Miami Marina, Biscayne Bay	(25°47'N/080°11'W)	feet 2.4	feet 2.3	feet 0.1
Miami Harbor entrance, ocean pier	(25°46'N/080°08'W)	2.7	2.6	0.2

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Jan 2010)

## ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHS whistle
		R Bn radiobeacon	Y yellow

## Bottom characteristics:

Bds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

## Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
21, Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

## PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, [help@NauticalCharts.gov](mailto:help@NauticalCharts.gov), or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or [help@OceanGrafix.com](mailto:help@OceanGrafix.com).



FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY		WIDTH (FEET)	LENGTH (HAUL. MILES)	DEPTH (FEET)
44.1	44.2	42.0	7-08		500	1.65	44
44.2	44.0	40.3	7-08		0-600	0.55	44
43.7	41.8	37.6	7-08		500	0.73	44
41.6	41.7	40.4 B	7-08		500	1.0	42
37.7	37.0	34.1	7-08		400	2.00	36
42.7	42.7	42.5	7-08		400-750	0.95	36
22.3	40.8	40.8	7-08		400-2000	0.60	36
32.1	32.5	30.6	7-08		400-900	0.70	35

FOR BAR CUT AND BAR CUT REACH.  
 7°W AND 25°46'00"N 80°08'22"W. SHOALING EXTENDS 100 FT INTO CHANNEL.  
 CONSULT PORT OF MIAMI FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION.  
 R CHANGES SUBSEQUENT TO THE ABOVE INFORMATION.

SUPPLEMENTAL INFORMATION  
 Consult U.S. Coast Pilot 4 for important  
 supplemental information.

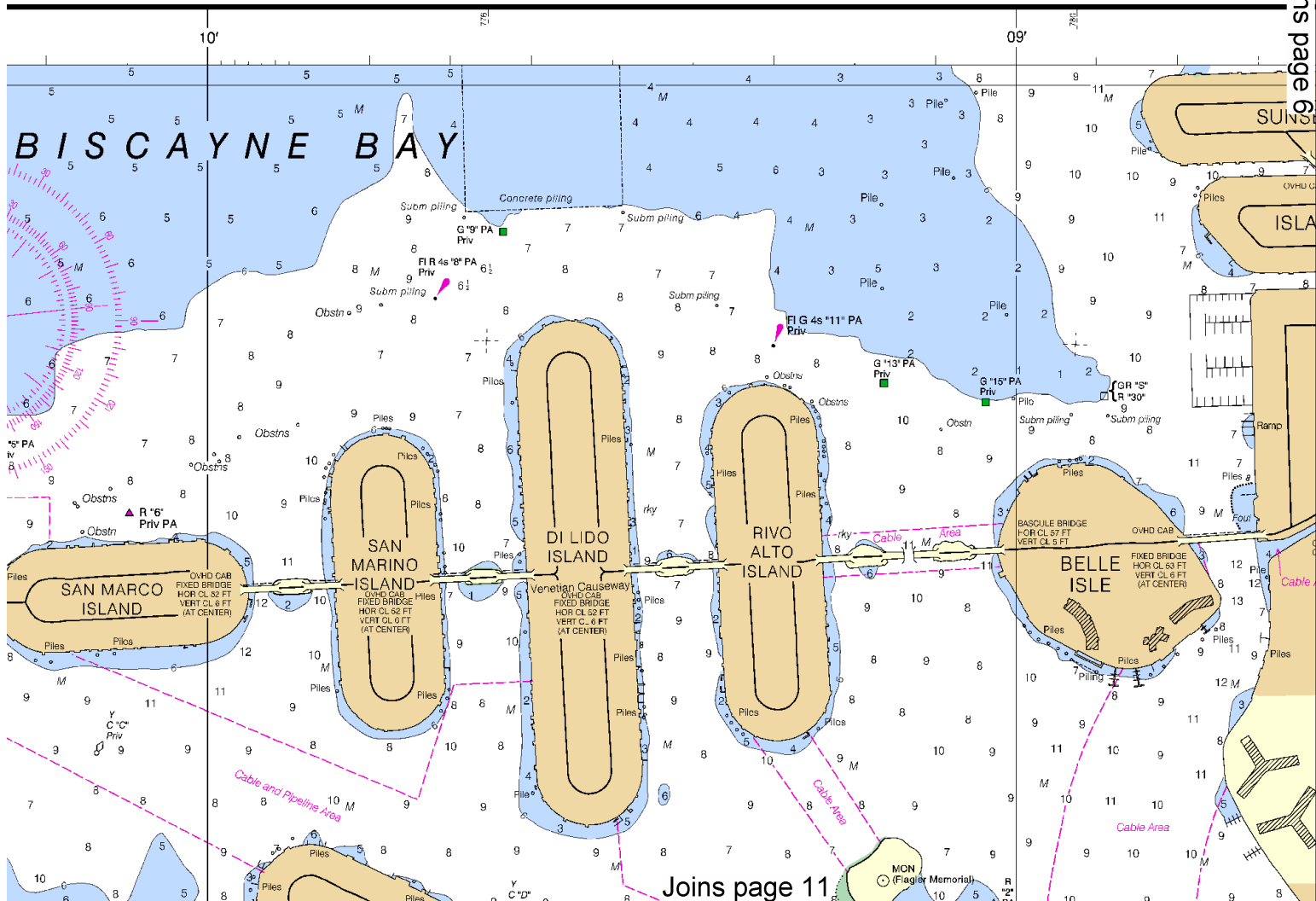
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 purposes is considered equivalent to the World Geodetic  
 System 1984 (WGS 84). Geographic positions referred to  
 the North American Datum of 1927 must be corrected an  
 average of 1.356" northward and 0.830" eastward to agree  
 with this chart.

PLANE COORDINATE GRID  
 (based on NAD 1927)  
 The Florida State Grid, east zone, is indicated by  
 dashed ticks of 4,000 foot intervals thus: -+--  
 The last three digits are omitted.

HEIGHTS  
 Heights in feet above Mean High Water.

AUTHORITIES  
 Hydrography and topography by the National  
 Ocean Service, Coast Survey with additional  
 data from the Corps of Engineers and U.S.  
 Coast Guard.



This BookletChart was reduced to 75% of the original chart scale.  
 The new scale is 1:13333. Barscales have also been reduced and  
 are accurate when used to measure distances in this BookletChart.



THE NATION'S CHARTMAKER  
UNITED STATES - EAST  
FLORIDA

# MIAMI HAF

Mercator Projection  
Scale 1:10,000 at Latitude  
North American Datum of  
(World Geodetic System 1984)  
SOUNDINGS IN FEET

AT MEAN LOWER LOW WATER  
Additional information can be obtained at nautical

**SUPPLEMENTAL INFORMATION**  
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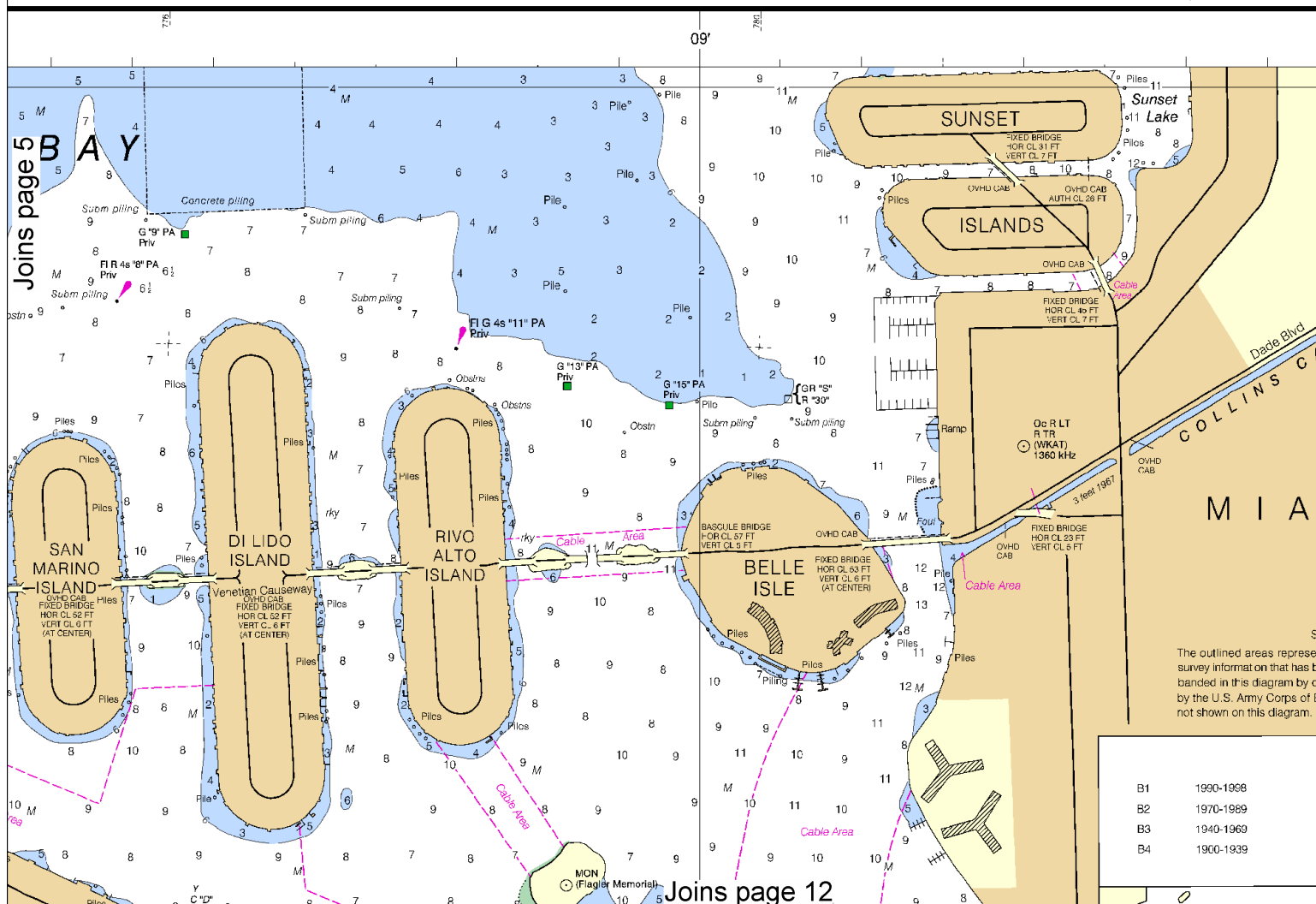
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Heights in feet above Mean High Water.

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TIDAL INFORMATION		
PLACE	Height	
NAME	(LAT/LONG)	Mean High
Miami Marina, Biscayne Bay	(25°47'N/080°11'W)	2
Miami Harbor entrance, ocean pier	(25°46'N/080°08'W)	2

Dashes (---) located in datum columns indicate unavailable datum values  
Tide predictions and tidal current predictions are available on the Internet (f)  
(Jan 2010)

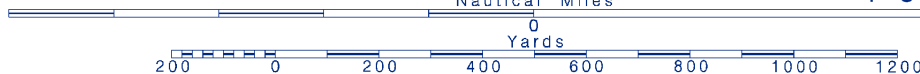
Formerly C&GS 547, 1st Ed., Mar. 1936



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Printed at reduced scale. SCALE 1:10,000 See Note on page 5.





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336 KAPP 309

ABBREVIATIONS (for complete list of Symbols and Abbreviations, see Chart No. 1)  
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo Morse code	R TR radio tower
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C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		Rn Radioracon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obta obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			
COUREGS: International Regulations for Preventing Collisions at Sea, 1972.			
Demarkation lines are shown thus: ---			

## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

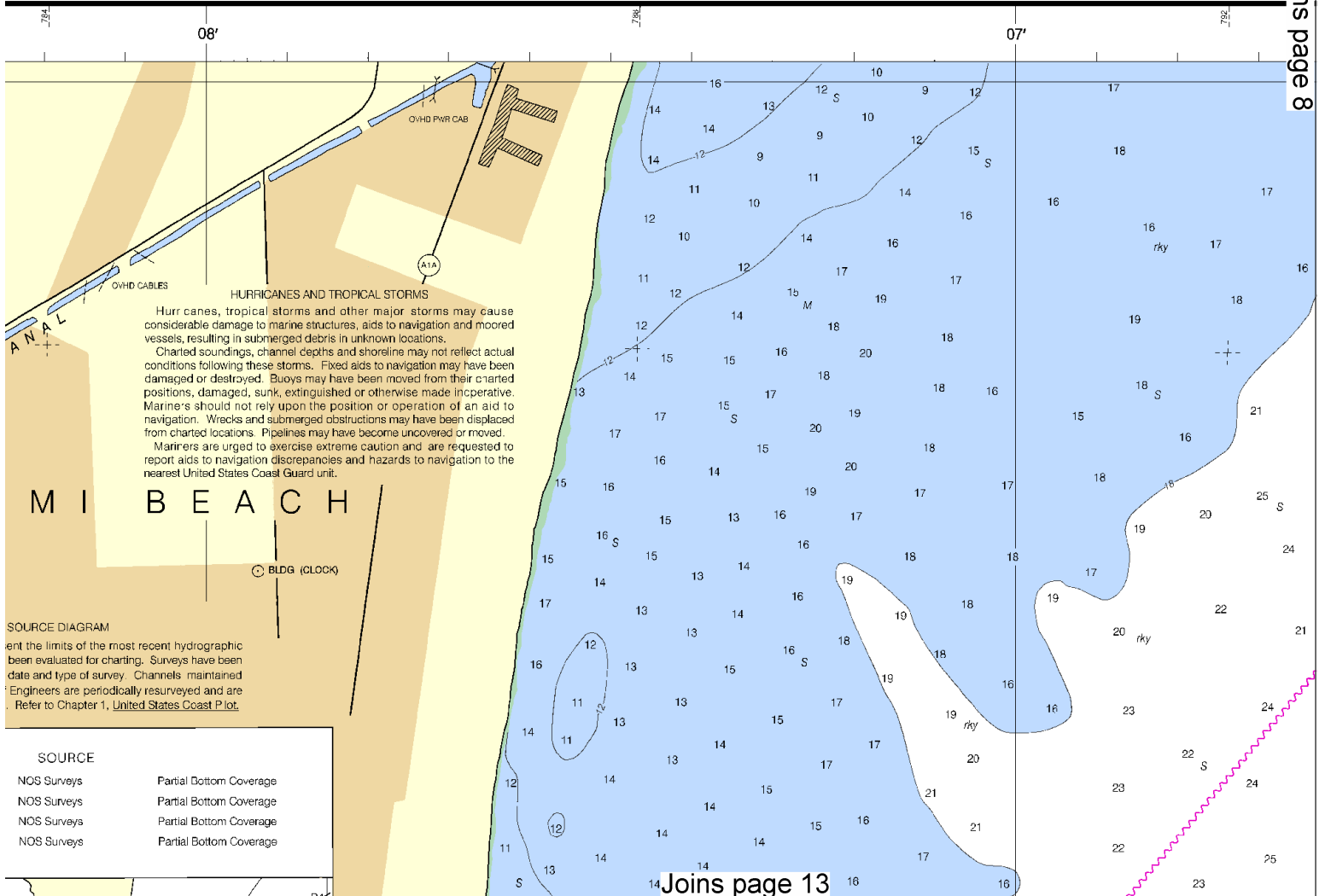
Miami, FL	KHB-34	162.550 MHz
Princeton, FL	WNG-663	162.425 MHz

## INTRACOASTAL WATERWAY

The project depth from Port Everglades to Miami, Fla., is 10 feet.  
The controlling depths are published periodically in the J.S. Coast Guard Local Notice to Mariners.

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,  
NGA Weekly Notice to Mariners: 0910 2/27/2010,  
Canadian Coast Guard Notice to Mariners: n/a .

NOAA and its partner, OceanGrafix, offer this chart and critical corrections. Charts are printed when corrections are available 5-8 weeks before their release. Editions are available 5-8 weeks before their release about Print-on-Demand charts or contact NOAA help@NauticalCharts.gov, or OceanGrafix at help@OceanGrafix.com.

#### CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:  
 (•) (Accurate location)    (o) (Approximate location)

#### POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

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#### AIDS TO NAVIGATION

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#### ABBREVIATIONS

(For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

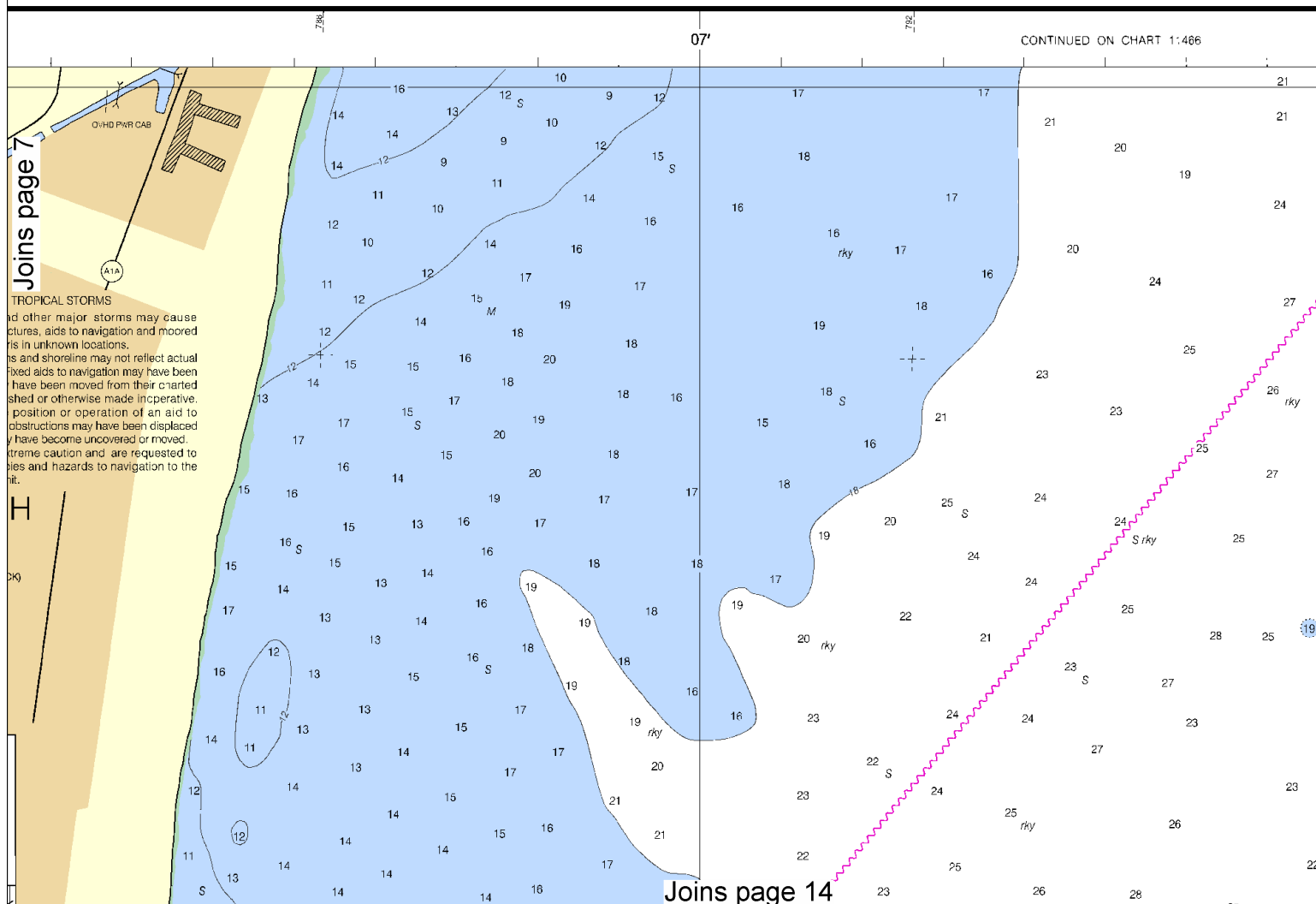
AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA disphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn Buoy beacon	Y yellow

#### Bottom characteristics:

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(1) Wreck, rock, obstruction, or shoal swept clear to the depth datum.			
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COLREGS: International Regulations for Preventing Collisions at Sea, 1972.			
Demarcation lines are shown thus: — — — — —			



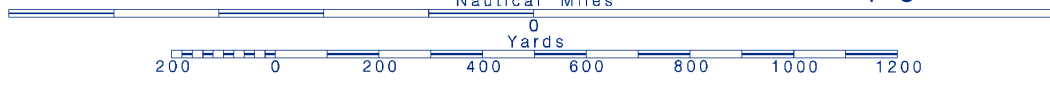
8



Printed at reduced scale.

SCALE 1:10,000

See Note on page 5.



EWAND CHARTS  
Chart updated weekly by NOAA for Notices to Mariners  
ordered using Print-on-Demand technology. New  
as traditional NOAA charts. Ask your chart agent  
AA at 1-800-584-4683, <http://NauticalCharts.gov>,  
at 1-877-56CHART, <http://OceanGrafix.com>, or

**CAUTION**  
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.  
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

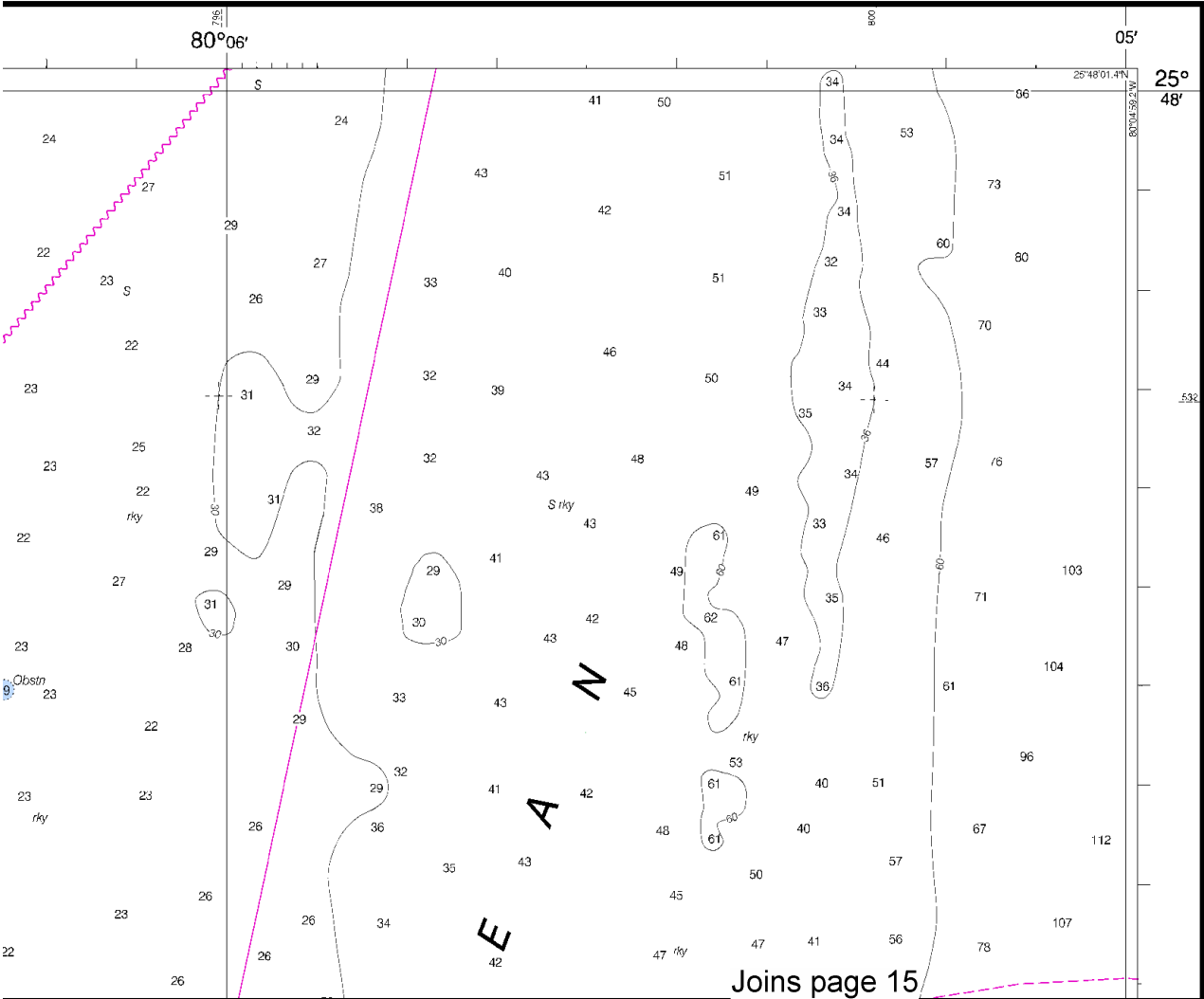
**ARTICULATED AIDS**  
An articulated aid to navigation consists of a pipe structure that oscillates around a universal coupling connected to a sinker. The structure is kept upright by the buoyancy of a submerged flotation chamber. It is designed primarily to mark narrow channels in depths of up to 60 feet. All articulated aids are labelled "Art".

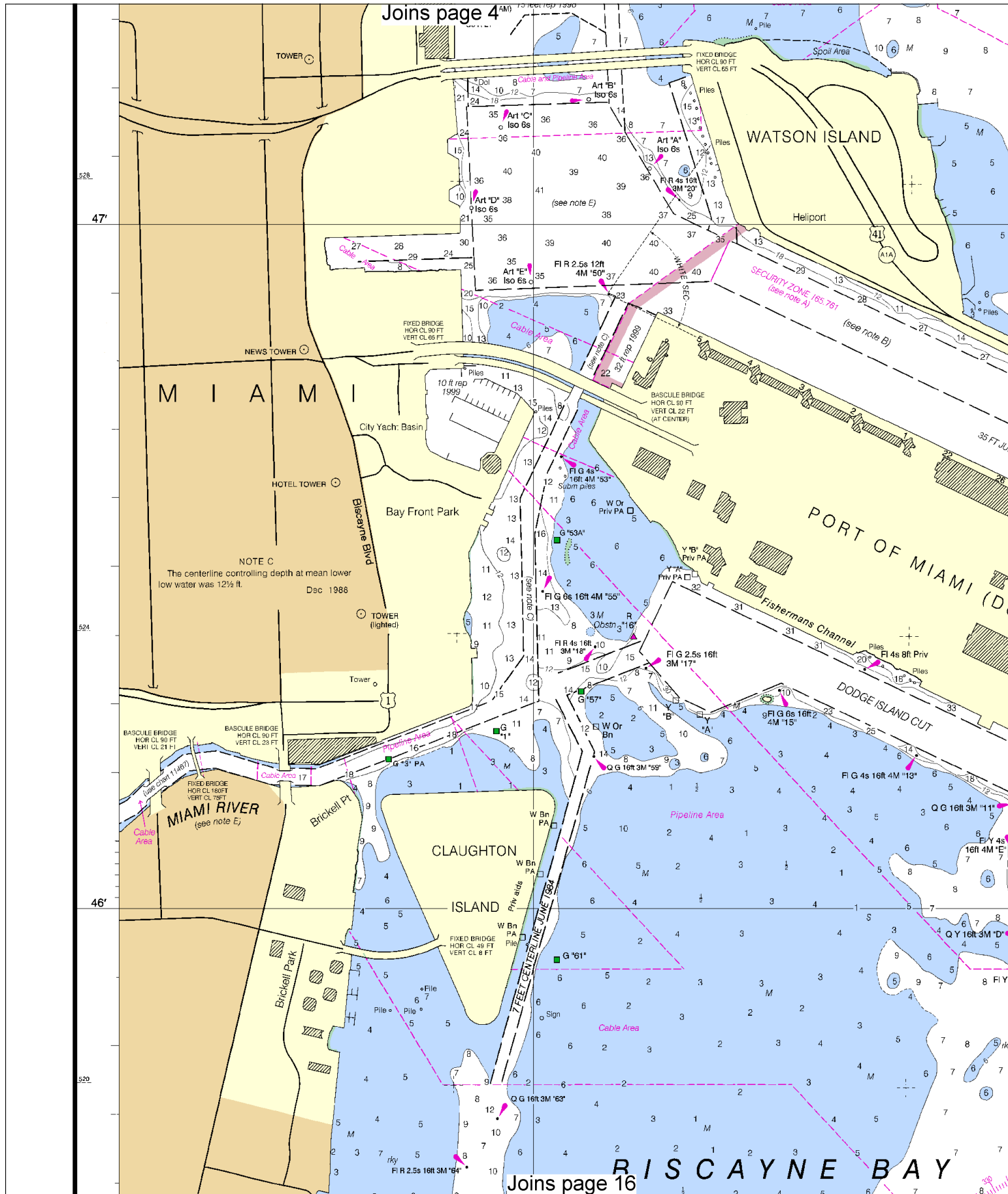
**WARNING**  
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

**NOTE A**  
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Fla., or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Fla. Refer to charted regulation section numbers.

**RADAR REFLECTORS**  
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

SOUNDINGS IN FEET

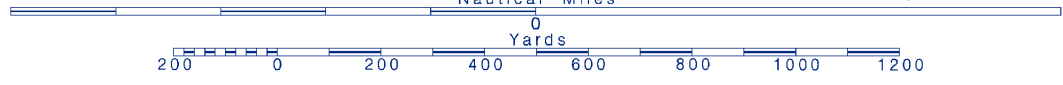




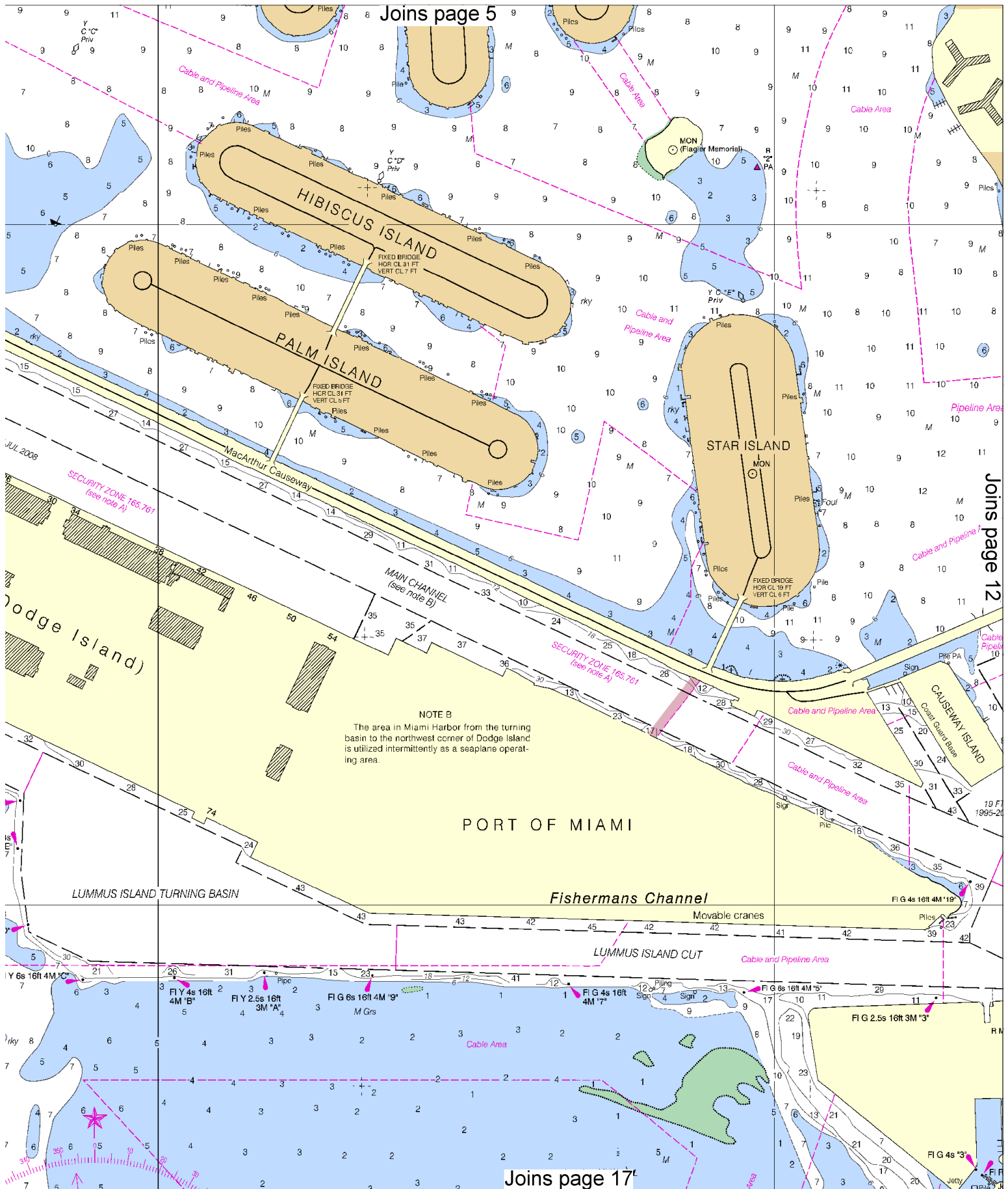
10



Printed at reduced scale. — SCALE 1:10,000 — See Note on page 5.

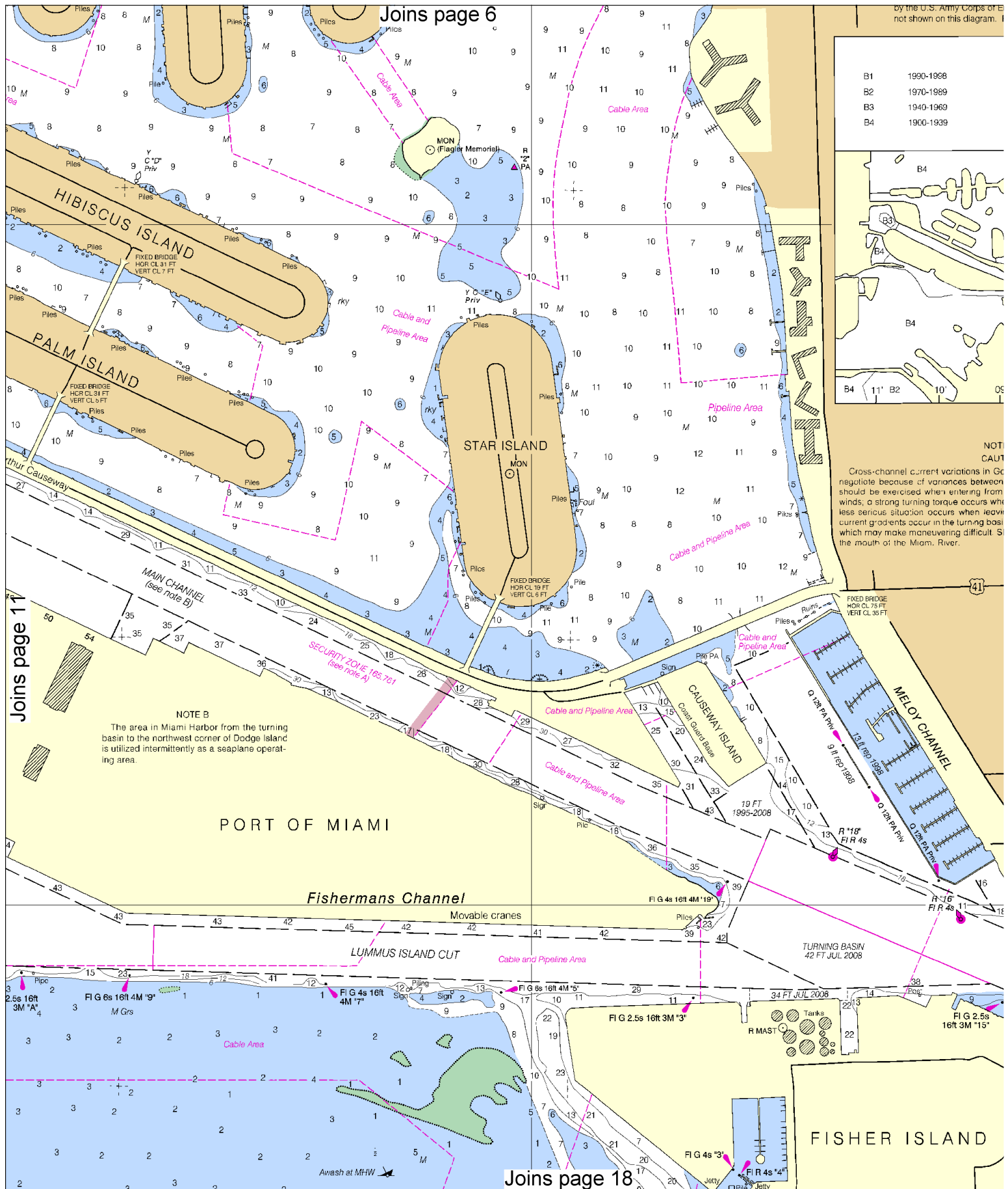


Joins page 5



Joins page 12

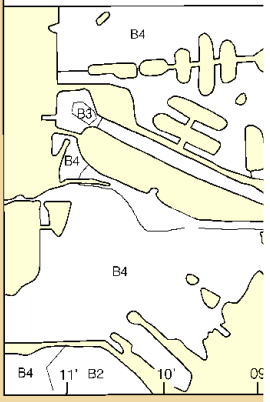
Joins page 17



Joins page 6

by the U.S. Army Corps of Engineers not shown on this diagram. I

- B1 1990-1996
- B2 1970-1989
- B3 1940-1969
- B4 1900-1939



NOT CAUTION

Cross-channel current variations in GC negotiate because of variances between should be exercised when entering from winds, a strong turning torque occurs when less serious situation occurs when leaving current gradients occur in the turning basin which may make maneuvering difficult. S the mouth of the Miami River.

Joins page 11

NOTE B  
The area in Miami Harbor from the turning basin to the northwest corner of Dodge Island is utilized intermittently as a seaplane operating area.

PORT OF MIAMI

Fishermans Channel

Movable cranes

LUMMUS ISLAND CUT

TURNING BASIN 42 FT JUL 2008

FISHER ISLAND

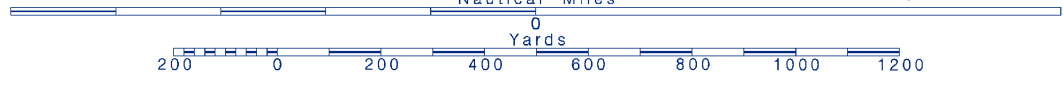
Joins page 18

12



Printed at reduced scale. SCALE 1:10,000 Nautical Miles

See Note on page 5.

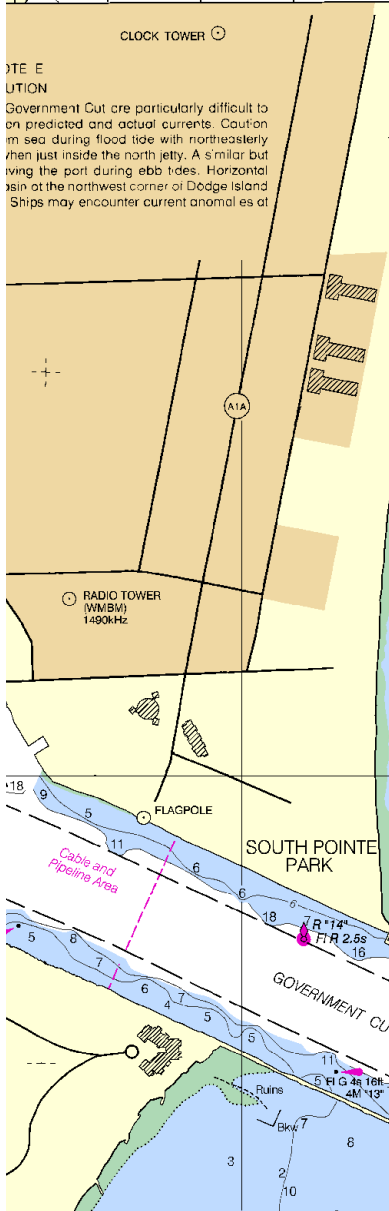
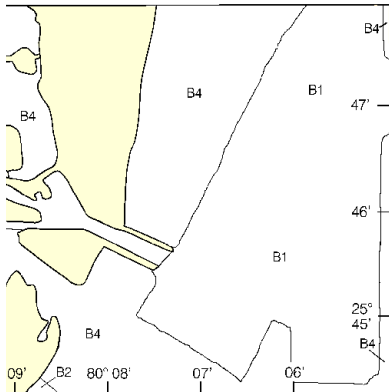


Engineers are periodically resurveyed and are  
Refer to Chapter 1, United States Coast Pilot.

Joins page 7

#### SOURCE

NOS Surveys	Partial Bottom Coverage
NOS Surveys	Partial Bottom Coverage
NOS Surveys	Partial Bottom Coverage
NOS Surveys	Partial Bottom Coverage



Luminus Park

Obstin Fish Haven  
(auth min 6 ft)

SOUTH POINT PARK

GOVERNMENT CUT (see note E)

Joins page 19

Joins page 14

Joins page 8

Joins page 13

Joins page 20

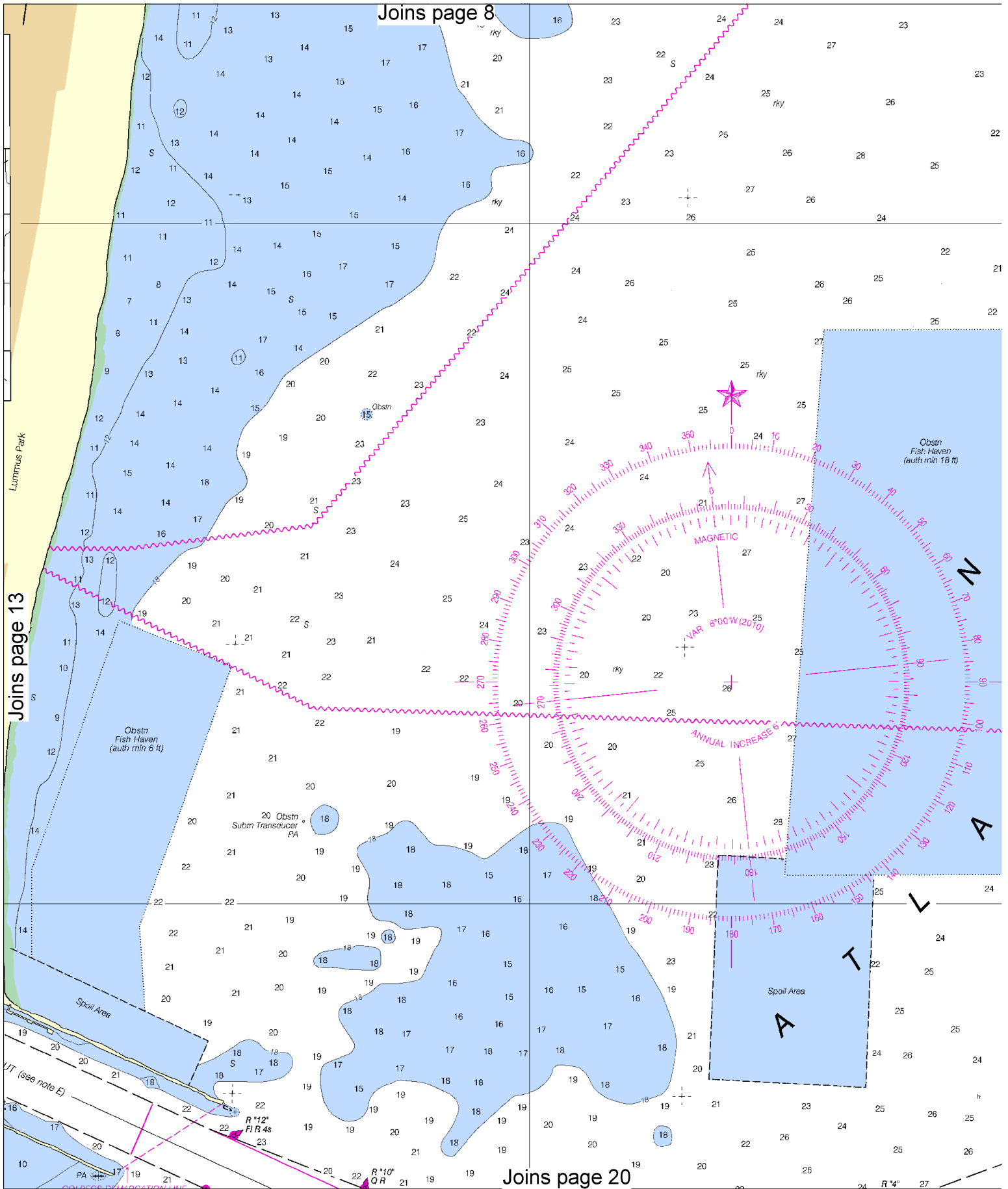
14



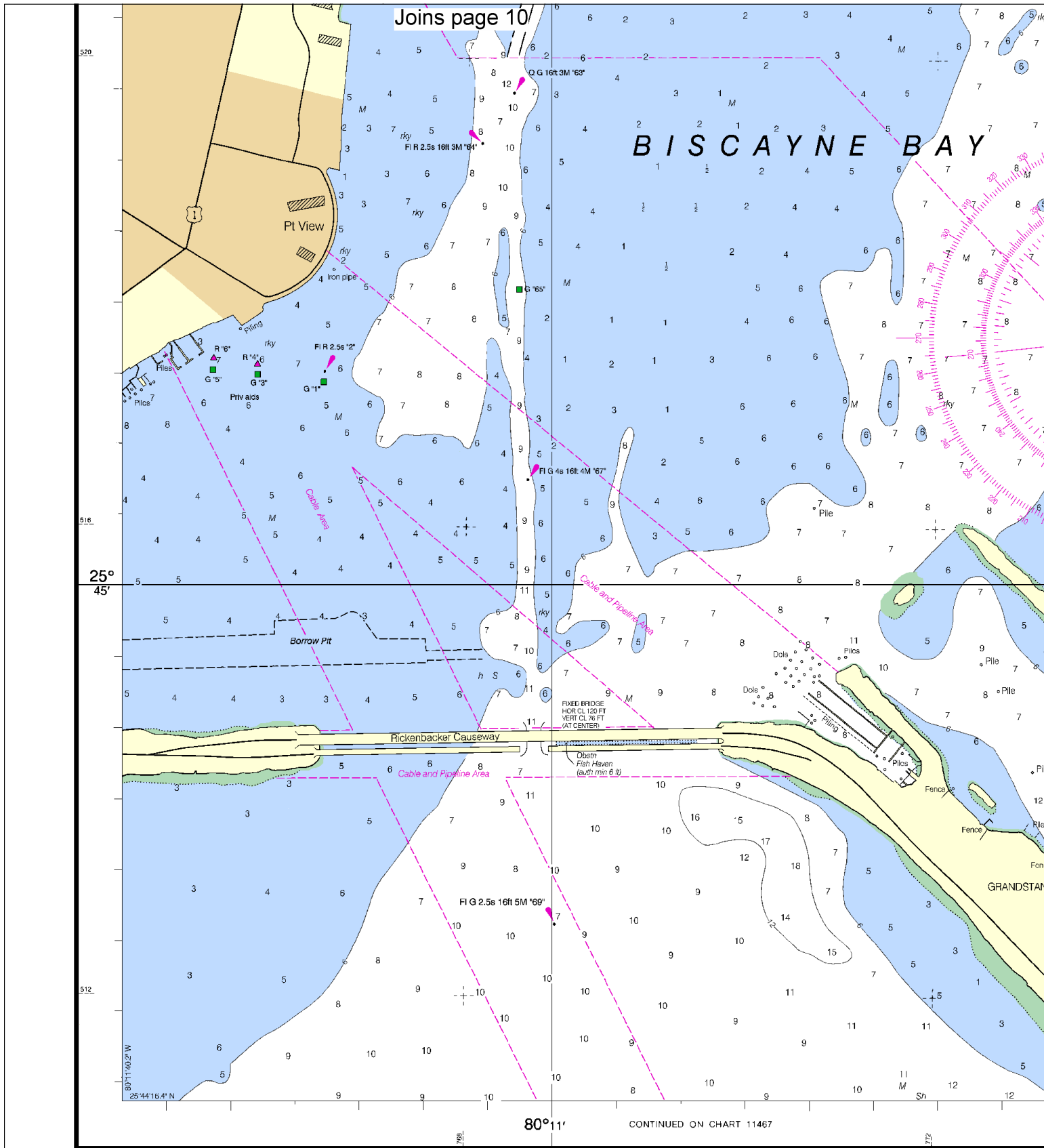
Printed at reduced scale.

SCALE 1:10,000

See Note on page 5.







42nd Ed., Jan/10 ■ Corrected through NM Jan. 30/10  
Corrected through LNM Jan. 19/10

11468

**CAUTION**  
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand. Mariners published after the dates of nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigational Ocean Service encourages users to submit corrections, additions, or improving this chart to the Chief, Marine Chart Division (NCS2), I Service, NOAA, Silver Spring, Maryland 20910-3282.

16

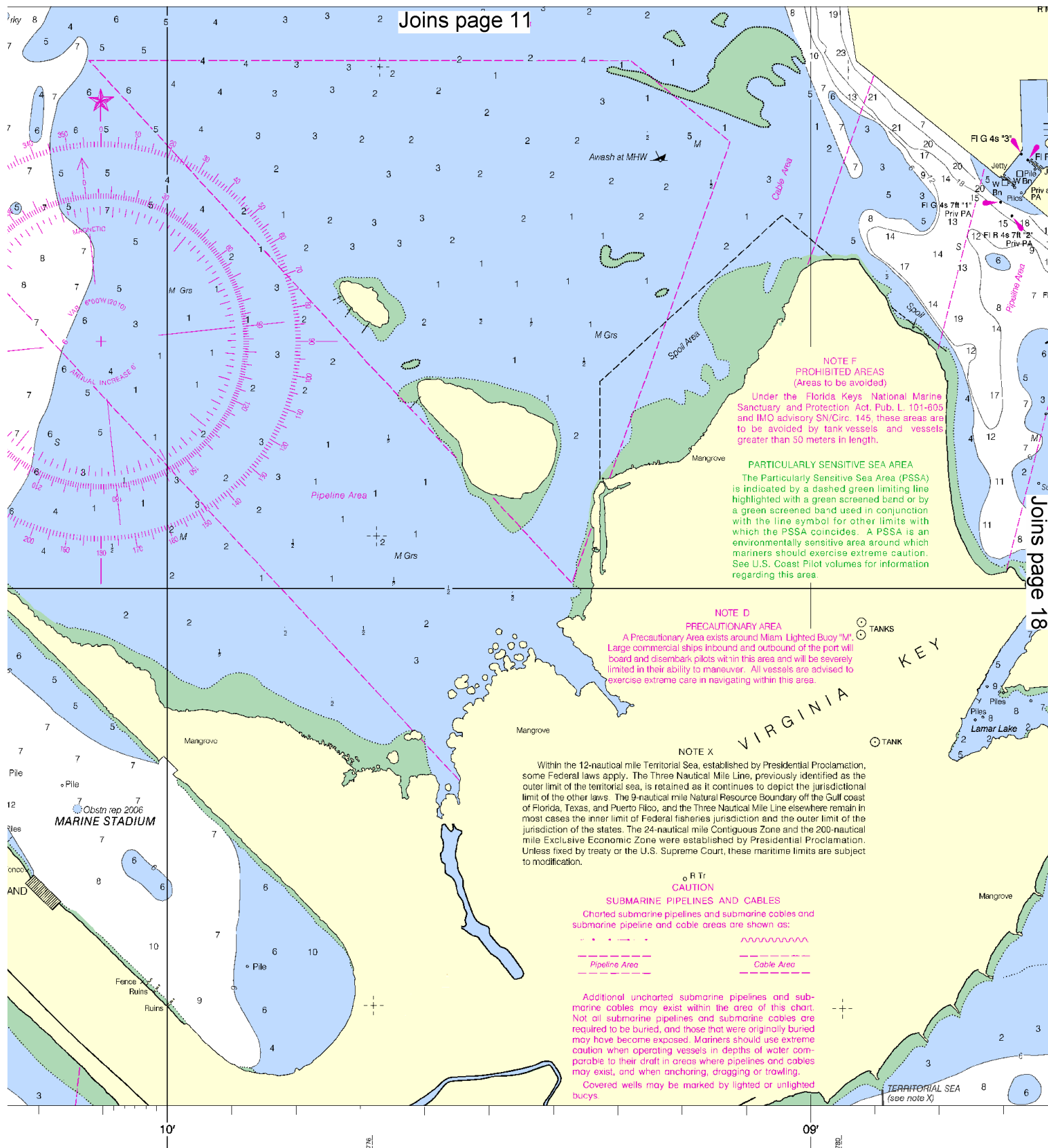


Printed at reduced scale.

SCALE 1:10,000

See Note on page 5.







18

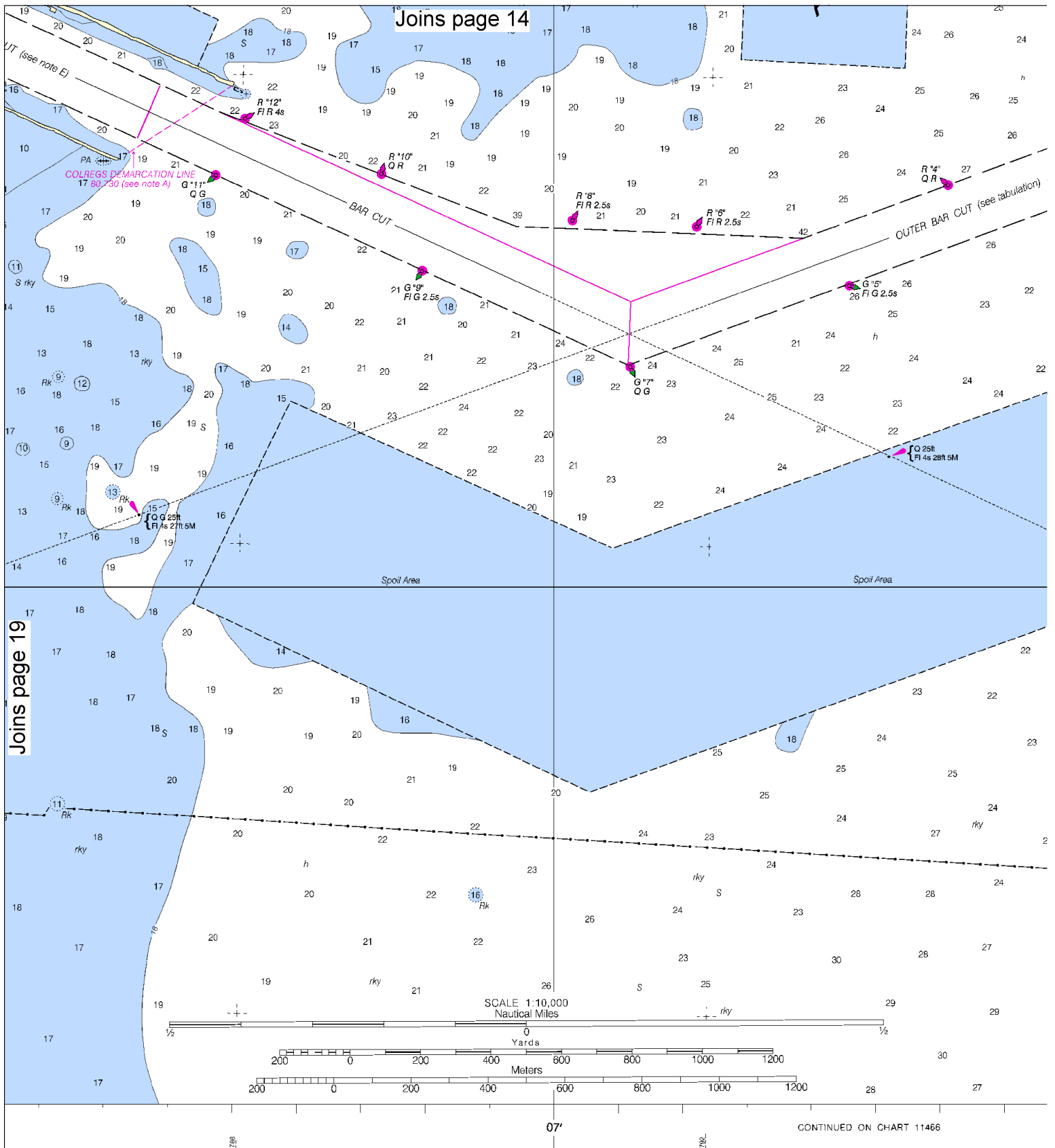


SCALE 1:10,000  
Nautical Miles

See Note on page 5.







20



Printed at reduced scale.

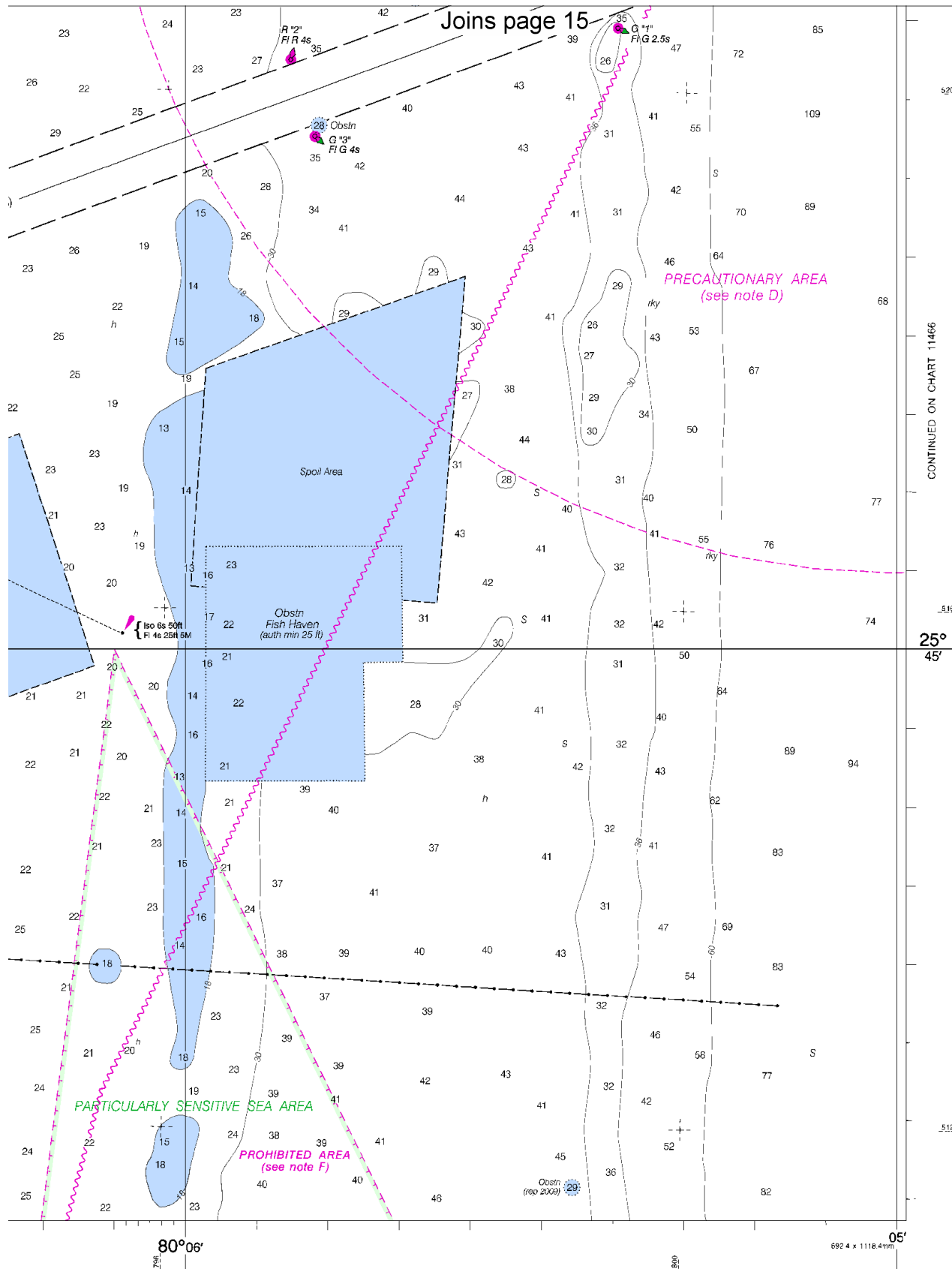
SCALE 1:10,000  
Nautical Miles

See Note on page 5.



FATHOMS	1	2	3
FEET	6	12	18
METERS	1	2	3

Joins page 15



CONTINUED ON CHART 11466

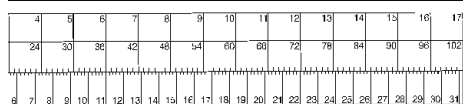
25°  
45'



ED. NO. 42



NSN 7642014010144  
NGA REFERENCE NO. 11AFA11468



Miami Harbor  
SOUNDINGS IN FEET - SCALE 1:10,000

11468

21

## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

### Mobile Phones – Call 911 for water rescue.

**Coast Guard Miami Group** – 305-535-4316

**Coast Guard Fort Lauderdale** – 954-927-1611

**FL Fish and Wildlife Conservation Comm** – 888-404-3922

**Coast Guard Atlantic Area Cmd** – 757-398-6390

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Electronic Navigational Charts (NOAA ENC<sup>®</sup>)** – ENC<sup>®</sup>s are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENC<sup>®</sup>s comply with standards of the International Hydrographic Organization. ENC<sup>®</sup>s and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Raster Navigational Charts (NOAA RNC<sup>™</sup>)** – RNC<sup>™</sup>s are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNC<sup>™</sup>s comply with standards of the International Hydrographic Organization. RNC<sup>™</sup>s and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is [www.NauticalCharts.gov/bookletcharts](http://www.NauticalCharts.gov/bookletcharts).

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official On-Line Chart Viewer** – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is [www.NauticalCharts.gov/viewer](http://www.NauticalCharts.gov/viewer).

**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

**Internet Sites:** [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).

